

REMARKS

This application is a United States filing of German Patent Application 102 56 514.7-14 filed on April 23, 2003.

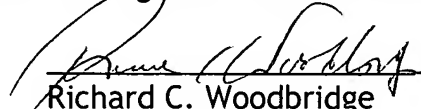
The U.S. Patent Office is hereby requested to examine the application based upon the substitute specification. Claims 1 - 8 have been amended to place the application in a more acceptable form for examination. Due to the extensive changes made to the specification, both a clean version and a marked up version are being submitted as per 37 CFR 1.125.

If the patent examiner has any questions or comments, he is respectfully requested to contact applicants' attorney at the telephone number indicated below so that additional amendments may be added as required.

Respectfully submitted,

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**~~Adjusting System for Pre-Crash Adjustment of a Vehicle Component, in particular
a Vehicle Seat~~**

**SETTING SYSTEM FOR PRE-CRASH SETTING OF A MOTOR VEHICLE
SEAT**

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CROSS REFERENCE TO RELATED APPLICATIONS

This application claims the priority of German Patent Application 103 18 417.1-21 filed
on April 23, 2003, the entire contents of which is hereby incorporated in total by

10 reference.

BACKGROUND OF THE INVENTION

1. Field of the Invention.

The invention relates to an adjusting system ~~according to the superordinate concept of~~
~~Claim 1.~~ for a vehicle car seat.

15 **2. Description of Related Art.**

~~This type of~~ A typical adjusting system is, for example, known from WO 01 / 45979 A1,
DE 199 61 799 A1 and DE 197 49 838. In this instance, an ~~immanent~~ imminent impact
such as, for example, with an obstacle situated in front of the vehicle, is recognized by
sensors on the vehicle and a control signal emitted by the control device to an adjusting
20 device, so that same can set a crash – secure position of a vehicle component before the
impact, for example, a restraining belt or a seat component.

In virtue of such an adjustment a higher level of crash – safety is possible in many

situations. Nevertheless, frequently the time available after recognition of the pre-crash situation for adjustment of the vehicle component is too brief, in particular at high travel speeds of one's own or another's vehicle or with an inadequate performance of the adjusting device.

- 5 DE 199 39 183 C1 discloses a boarding assist, wherein upon actuating a release lever for a seat back adjustment, an adjusting motor is operated by the user for longitudinal adjustment of the seat with a higher speed than in the case of a normal comfort adjustment. DE 101 15 523 A1 discloses an aircraft seat arrangement, wherein two seats are connected via a data line and supplied with current by means of two separate systems,
10 whereby upon failure of one component a switch-over to the partner component is done.

The object of the invention is to provide improvements upon known adjusting arrangements and, in particular, to make possible a safe adjustment of a pre-crash position.

- ~~Said object is achieved by the adjusting arrangement according to Claim 1. The~~
15 ~~subordinate claims describe preferred further embodiments. In this case, adjustment arrangements, in particular, for adjusting one or a plurality of vehicle components as well as a window lifter or sliding roof.~~

SUMMARY OF THE INVENTION

- The invention is based on the concept that upon recognition of a pre-crash situation, an
20 adjustment by way of the adjusting device can be attained at a higher speed than in a normal operational adjustment, in that the supply voltage supplied to the adjusting device

is increased. Naturally, in principal by applying a higher supply voltage to an adjusting arrangement, damage to the adjusting arrangement can occur because of overheating, since according to the invention the higher voltage is applied only in the pre-crash situation, there is a higher voltage supply and accordingly higher power output of the adjusting arrangement only over a short period of time, so that as a rule no or at all events a low impairment occurs, as a rule the involved components directly absorb the higher heat quantity.

According to the invention, without additional use of pyrotechnical means and without excessive equipment investment a fast, reversible adjustment of a safety – relevant vehicle component is achieved. If in the vehicle two input voltages, e.g. 12 V and 42 V, are present in the vehicle, the switching can effect a direct switchover between these supply voltage connections. If only one input voltage is available, an energy collector normally in a parallel operating position can be series connected between a supply voltage connection and an input connection of the adjusting device.

In this fashion, even in vehicle systems with only one supply voltage, a higher supply voltage is maintained for the short span of time of the pre-crash adjustment.

The invention will be described in more detail with reference to the appended drawings and several exemplary embodiments. Wherein:

BRIEF DESCRIPTION OF THE DRAWINGS

- | | | |
|----|---------|---|
| 20 | Fig. 1a | represents a vehicle seat with the operator in the comfort position; |
| | Fig. 1b | represents a vehicle seat with the operator in the crash – secure position; |

- Fig. 2: represents a block diagram of an adjusting arrangement according to the invention;
- Fig. 3a represents a wiring diagram from Fig. 2 in the normal operating position;
- 5 Fig. 3b represents a representation corresponding to Fig. 3a in the quick adjustment position;
- Fig. 3c represents a configuration of the switching device of fig. 3a;
- Fig. 3d represents the switching device of Fig. 3c in the quick adjusting position;
- 10 Fig. 4a represents a wiring diagram of a switching device according to a further embodiment in the normal operating position;
- Fig. 4b represents the switching device of Fig. 4a in the quick adjusting position;

DETAILED DESCRIPTION OF THE INVENTION

- 15 A person F sits in a vehicle seat 1 with a seat part 2, seat back 4 and headrest 5. In this instance, Fig. 1a represents a comfort position adjusted by the person. Upon recognizing a pre-crash situation the vehicle seat 1 is adjusted in the crash – secure position represented in Fig. 1b with an upright back rest 4 and forward raised seat part 2. In addition, if required, the seat part 2 and / or the head rest 5 could be adjusted forward.
- 20 An adjusting arrangement 10 according to Fig. 2 has one or a plurality of electrically operable adjusting arrangements 11, which are controlled by a control device 12 via a control signal S2 or via a plurality of control signals S2.

The control device 12 can be a central control device of the vehicle, which picks up measurement signals as input signals S1, e.g. distance measuring signals, from sensors 14

25 and from these recognizes a pre-crash situation. In addition, the control device 12 can also be a decentralized control device, which is used by the user for adjusting the vehicle

seat 1; in this instance, the control device 12, picks up a pre-crash signal from a central control device.

The control device 12 emits, after recognizing a pre-crash situation, a control signal S2 to the adjusting device 11, as well as a switching signal S3 to a switching device 13. The
5 switching device 13 is connected at the input side in the embodiment of Fig. 3 to two supply voltage connections A1 and A2 and in the embodiment of Fig. 4 to three supply voltage connections A1, A2, A3. On the output side 13, input connections B1 and B2 of the parallel connected adjusting devices 11 are connected.

The adjusting devices 11 are switched on by means of the control signals S2. An increase
10 of the supply voltage emitted at the input connections B1, B2 is reached by means of the switching signal S3, as explained in the embodiments of Figures 3 and 4.

In the embodiment of Fig. 3 in the normal operating position of the switch device 13 the first and second supply voltage connector A1, A2 having potentials of 12 V or ground are connected directly to the input connections B1, B2 of the adjusting devices 11.
15 Accordingly, the output voltage equal to the input voltage U1 of 12 V. An energy collector 15, advantageously a power capacitor with a capacity in the range of up to several Farads, up to 4 Farads for example, is switched into the normal operating position parallel to the adjusting device 11; that is, its first storage connection E1 lies at the positive supply voltage connector A1 and its second storage connection E2 is on the
20 second supply voltage connector A2; that is, on ground.

In the quick adjustment position of Fig. 3b, the energy storage 15 is wired between the second supply voltage connection A2 and a second input connection B2, so that during a

subsequent period of time – as long as the energy storage 15 can hold its output voltage – between B1 and B2 the doubled supply voltage U2 of 24 volts is applied, if applicable, the voltage U2 in this case diminishes somewhat; however, even with a fall in voltage, an increase of the voltage U2 on the input connections B1, B2 vis-à-vis U1 is achieved.

- 5 Fig. 3c and 3d represent a switching configuration with two switches SW1, SW2; namely an opening switch SW1 and a reversing switch SW2, which is appropriately switched by means of the switching signal S3; in the alternative, for example, three opening switches can also be used.

- The embodiment of Fig. 4 is suitable for a vehicle having a two-voltage on-board
10 electrical system hence 3 supply voltage connectors A1, A2, A3. In this instance, A2 is on ground, A1 on a potential of 12 V and A3 on a potential of 42 V. In this case, a switch SW3 places, in dependence on the switch signal S3, the first input connection B1 on the first supply voltage connector A1, whereby the normal operating position shown in Fig. 4a is reached, or on the third supply voltage connector A3, whereby the quick adjustment
15 position shown in Fig. 4b is reached.

While the invention has been described with reference to the preferred embodiment thereof, it will be appreciated by those of ordinary skill in the art that modifications can be made to the parts that comprise the invention without departing from the spirit and scope thereof.

Claims:

-- 1. (currently amended) An adjusting system for pre-crash adjustment of at least one vehicle component, in particular a Vehicle Seat, having

an adjusting device (11) having two input connections (B1, B2), and

5 a control device (12) for pick up of an entry signal (S1) and output of a control signal (S2) to the adjusting device (11) for adjusting the vehicle components into a crash – secure position;

~~characterized in that~~ wherein a switching device (13) is provided between the entry connections (B1, B2) of the adjusting device (11) and supply voltage contacts (A1, A2;

10 A1, A2, A3) of the vehicle; and wherein the switching device (13) can be adjusted between a normal operating position and a quick adjustment position; and wherein the said control device (12) emits, upon recognizing a pre-crash situation, a switching signal (S3) for adjusting the switching device (13) into the quick adjustment position, and

a second voltage (U2) is applied at the entry connections (B1, B2) of the adjusting device
15 (11) in the quick adjusting position, which is greater than a first voltage (U1) applied in the normal operating position.

2. (currently amended) The adjusting arrangement according to Claim 1, wherein the switching device (13) is connected to precisely two supply voltage connections (A1, A2) and has an energy storage means (15), for example a power capacitor (15), a storage
20 battery, or a battery, with two storage hook-ups (E1, E2)[[.]]; and wherein

the energy storage means (15) in the normal operating position is ~~wired~~ connected in parallel to the adjusting device (11) and in the quick adjusting position between a supply voltage connector (A2, A1) and an entry connection (B2) of the adjusting device (11).

3. (currently amended) The adjusting arrangement according to Claim 2,
5 wherein the switching device (13) has a switch (SW1, SW2), for example, an opener (SW1) and a reversing switch (SW2), by means of which upon entry of the switching signal (S3) the connection of the first supply voltage contact (A1) is interrupted with the first storage connection (E1) the second storage connection (A2) is connected to the first storage connection (E1) and the connection of the first supply voltage connection (A2)
10 with the second entry connection (B2) is interrupted.

4. (currently amended) The adjusting arrangement according to Claim 1 ~~or 2~~,
wherein the switching device (13) is connected to three supply voltage connection (A1, A2, A3) and has a switch (SW3) for selective connection of an entry connection (B1)
15 with one of two supply voltage connections (A1, A3).

5. (currently amended) The adjustment arrangement according to ~~one of the above~~
~~claims~~ claim 1, wherein a plurality of adjustment devices (11) are connected in parallel to the switching device (13) and each pick up control signals (S2) from the control device
20 (12).

6. (currently amended) The adjusting arrangement according to ~~one of the above~~
~~Claims~~ claim 1 characterized by that switching device (13) is connected to a plurality of adjusting device(s) (11) is / are connected for a seat back tilting adjustment and / or a seat
25 tilting adjustment and / or head rest adjustment and or seat height adjustment.

7. (currently amended) An adjusting arrangement according to ~~one of the above~~
~~claims~~ claim 1, wherein a sliding roof adjusting device and / or a window lifting device is
connected to the switching device (13).

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8. (currently amended) The adjusting arrangement according to ~~one of the above~~
~~Claims~~ claim 1, wherein the control device (12), in the absence of a pre-crash signal (S1)
and/or after a pre-determined time after output of the switching signal (S3) switches the
switching device (13) from the quick adjusting position back into the normal operating

10 position. --

Summary—ABSTRACT

The invention relates to an adjusting arrangement for pre-crash adjustment of at least one vehicle component, in particular of a vehicle seat, having an adjusting device (11) with two entry connections (B1, B2), and a control device (12) for receiving an entry signal (S1) and output of a control signal (S2) to the adjusting device (11) for adjusting the vehicle component in a crash – secure position.

In order to allow a reliable pre-crash positioning with relatively low equipment expenditure, ~~it is recommended that the~~ a switching device (13) ~~be~~ is provided between the entry connections (B1, B2) of the adjustment device (11) and supply voltage connections (A1, A2; A1, A2, A3) of the vehicle. ~~[[t]]~~The switching device (13) can be adjusted between a normal operating position and a quick adjustment position~~[[;]]~~. ~~[[t]]~~The control device (12) emits, upon recognizing a pre-crash situation, a switching signal (S3) for adjusting the switching device (13) into the quick adjustment position, and a second voltage (U2) is applied at the entry connections (B1, B2) of the adjusting device (11) in the quick adjusting position, which is greater than a first voltage (U1) applied in the normal operating position.

(Fig. 3a, 3b)